

WITH FRENCH CAR WAGNER WINS THE GREAT AUTO RACE

Third International Contest for
Vanderbilt Trophy.

ONLY 5 CARS IN AT FINISH

Victor Rode in a 110 Horsepower
French Machine.

VIEWED BY AN IMMENSE CROWD

Completed Distance of 297.1 Miles in
290 Minutes 10 2-5 Seconds—Some
Sensational Features.

**FINISH LINE, VANDERBILT CUP
COURSE, October 6.**—Louis Wagner in a
110-horsepower French car today won the
third international automobile road race for
the William K. Vanderbilt, jr., cup, com-
pleting the distance of 297.1 miles in 290
minutes 10 2-5 seconds, and at the rate of
more than a mile a minute.

Vincenzo Lanca in a 102-horsepower
Italian car was second in 293 minutes 28 4-5
seconds.
Antoine Dury in a 120-horsepower
French car was third in 293 minutes 44 4-5
seconds.
Albert Clement in a 100-horsepower
French car was fourth in 291 minutes 50 4-5
seconds.
Camille Jenatton in a 120-horsepower Ger-
man car was fifth in 304 minutes 38 seconds.

Lanca actually finished the course about
three minutes ahead of Wagner, who,
however, started six minutes later than
his rival and had that much margin at
the finish.
Only five cars finished the race, but
there were fourteen of the seventeen
cars that started running at the time the
race was declared off, which was done as
soon as Clement had won fourth place.
It was with the greatest difficulty that
the crowds were kept back from the
course during the last lap. Without re-
gard to personal safety they swarmed
over the roads, giving way only when the
fast-flying racing machines were a hun-
dred yards away.
While France carried away the premier
honors of the race, Joseph Tracy of the
American team had the satisfaction of
registering the fastest lap made. On his
fifth round Tracy drove the 297 miles in
the remarkable time of twenty-six min-
utes, twenty seconds. Tracy suffered
severely from the troubles in the first
few rounds, and this cost him dear. He
was on his ninth lap when the race was
called off.

Held Lead From the First.
Wagner, who held the lead from the very
first round, came very near to losing the
race when two miles from the finish, one
of his tires exploded. He had a lead of
some seven minutes at the time, changed
tires and managed to win by approximately
three minutes. Lanca, Dury and Clement
went through the race without mishap.
The race was run under leaden skies and
the start scheduled for 6 a. m. was delayed
fifteen minutes by heavy fog.
After this had lifted there were occa-
sional rifts and bursts of sunshine, but
the finish was in a drizzle. The inclement



LOUIS WAGNER,
Winner of the Vanderbilt Cup Race.
(Photo by Spooner & Wells.)

weather had no effect whatever on the
crowd. It is estimated that fully 200,000
persons lined the course.
Of the seventeen cars that started, the
first to come to grief was the Italian racer
driven by Dr. Weisschott. His steering
gear broke and the car went over an em-
bankment. The machinist, Colombo, was
severely hurt. Lawwell, of the American
team, dropped out after the fourth round.
He had all manner of difficulties.

Spectator Fatally Injured.
Elliot Shepard ran into a spectator at
Krug's Corner and fatally injured him.
Shepard then broke a crank shaft and
dropped out on the seventh lap, when he
was running sixth.

Of the fourteen cars that were running
at the time the race was called off all had
completed the seventh round, eleven had
completed the eighth, eight had completed
the ninth and five finished the tenth and
last.
When Wagner was declared the winner

the crowd surged about him and cheered.
The band played the "Marseillaise."
There were many minor accidents in the
great crush leaving the finish line.
The times of the cars that finished the
ninth round, in addition to the five which
finished the race, were:
Santoro, Italian, 292:53 3-5.
Cagno, Italian, 306:28 4-5.
Le Blon, American, 312:26 2-5.

Weisschott's Wild Plunge.
The racing car driven by Dr. Weisschott,
the Italian chauffeur, went off the road al-
most at the point where Mongini was
thrown out in the recent elimination race.
While taking the Manassas hill at a ter-
rific pace Weisschott suddenly discovered
that he could not control the machine at a
curve a short distance ahead. He shouted
to the spectators to run, but they either
did not hear him or thought they were safe
behind a fence and an embankment.
At the curve the car plunged off the road
down an embankment and through the
fence, among a group of onlookers. John
Brooks, of Port Washington, a boy, fell
directly in front of the machine and was
knocked twenty feet away. Two other by-
standers were slightly injured. The car
then plunged into a ditch. Its steering gear
was badly wrecked. The injured boy may
not recover.

Both Weisschott and Colombo, his me-
chanician, were unconscious when picked up,
but were soon revived.
Man Killed by Shepard Car.
Elliot Shepard ran into a man at Krug's
corner on the sixth lap, and mangled both
his legs so severely that amputation was
necessary.
The man who was struck by Shepard's
car near Krug's corner died. He is be-
lieved to have been Burt Gruner of Pas-
saic, N. J.
The boy injured by Tracy's car is Her-
bert Baldwin of Norwalk, Conn. One leg
was broken, both ankles were fractured,
and he is thought to have been internally
injured.

Wagner an Expert Driver.
Louis Wagner, driving a French car,
who won the third race for the W. K. Van-
derbilt, jr., cup, is known as one of the
most expert drivers in Europe. He first
attracted attention by winning the race for
light cars over the Ardennes circuit in 1903.
He won the 100 kilometers (62.14 miles)
contest at Ardennes in sixty-two minutes
and forty-nine seconds. Wagner was a
team mate of Henry Christie, who won the
Vanderbilt cup race in 1905, but dropped out
after three rounds.

CARS AND THEIR DRIVERS.

- America.**
No. 9—Driver, Joseph Tracy; 90-h.p. locomobile,
four-cylinder gasoline; entrant, F. L. Davis.
No. 1—Driver, Herbert B. Blon; 115-h.p. Thom-
son, four-cylinder gasoline; entrant, E. R. Thomas.
No. 6—Driver, Frank Lawwell; 110-h.p. Frayer,
four-cylinder gasoline; entrant, W. J. Miller.
No. 14—Driver, H. N. Harding; 50-h.p. Haynes,
four-cylinder gasoline; entrant, John Haynes.
No. 17—Driver, Walter Christie; 50-h.p. Chris-
tie, four-cylinder gasoline; entrant, Walter Chris-
tie.
France.
No. 10—Driver, Louis Wagner; 100-h.p. Darracq,
four-cylinder gasoline; entrant, A. Darracq.
No. 13—Driver, Albert Clement; 100-h.p. Hotchkiss,
four-cylinder gasoline; entrant, Hotchkiss.
No. 15—Driver, Elliott P. Shepard; 120-h.p. Hotchkiss,
four-cylinder gasoline; entrant, Clement.
No. 2—Driver, George Heath; 120-h.p. Panhard,
four-cylinder gasoline; entrant, Panhard-Levassor.
No. 3—Driver, Dury; 120-h.p. De Dietrich,
four-cylinder gasoline; entrant, A. De Dietrich.
Italy.
No. 4—Driver, Lanca; 120-h.p. Fiat, four-cyl-
inder gasoline; entrant, F. L. A. A.
No. 8—Driver, Vincenzo Lanca; 120-h.p. Fiat,
four-cylinder gasoline; entrant, F. L. A. A.
No. 12—Driver, Camille Jenatton; 120-h.p. Fiat,
four-cylinder gasoline; entrant, F. L. A. A.
No. 16—Driver, Camille Jenatton; 120-h.p. Fiat,
four-cylinder gasoline; entrant, F. L. A. A.
Germany.
No. 5—Driver, Joseph Tracy; 120-h.p. Mercedes,
four-cylinder gasoline; entrant, Robert Graves.
No. 7—Driver, Joseph Tracy; 120-h.p. Mercedes,
four-cylinder gasoline; entrant, Robert Graves.
No. 11—Driver, Joseph Tracy; 120-h.p. Mercedes,
four-cylinder gasoline; entrant, Robert Graves.

HAD LAID AWAY \$75,000.

**Reported Action of Stensland While
at Tangier.**

Special Dispatch to The Star.
GIBRALTAR, October 6.—The informa-
tion has leaked out that Paul O. Stensland,
the Chicago embezzler, who was arrested at
Tangier September 3, and was taken back
to the United States, had \$75,000 snugly de-
posited in a Tangier bank. The United
States authorities have just seized it.



A Tall Visitor.
President Roosevelt today received one of
the tallest men he has ever seen. He was
Rory McKenzie, connected with a theatrical
enterprise. McKenzie is seven feet two
inches tall and weighs 328 pounds. He is
well proportioned and attracts attention
anywhere by his immense height. He was
many years connected with the Gordon
Highlanders of the English army. He is
quite an athlete and excels in putting the
shot, throwing the hammer and feats re-
quiring strength.

The Supreme Court.

J. W. Wright, marshal of the United
States Supreme Court, made an engage-
ment for the grave members of the court to
visit the President next Monday and pay their
respects, which they do every October, upon
the assembling of the court in fall term.

LAST OF MOHICANS

**FRANCES FREELOVE JACKSON
AND HER ROMANCE.**

Special Dispatch to The Star.
WORCESTER, Mass., October 6.—Miss
Frances Freelove Jackson, the only real
Indian in Worcester, and the last of the
Mohicans, was 100 years old yesterday.
Miss Jackson, a pure-blooded Spanish In-
dian, did not die on her 100th birthday and
has no desire to live. Miss Jackson has had a
romance in her life.
When she was seventeen years old she be-
came engaged to an Indian, one of the Mo-
hican tribe. Her mother objected to the
wedding because she did not want her
daughter to marry a man with a roving
disposition. She has been a member of the
Methodist Episcopal Church in Colchester,
Conn., for eighty-nine years. She has many
peculiarities, one of which is her positive
refusal to eat anything containing lard or
pork.
Miss Jackson was born in Franklin, Conn.,
on October 5, 1805. She was the second
oldest of a family of ten. Her father was
Anson Jackson, a pure-blooded Spanish In-
dian. Her mother was Phileno Moxo, a
Mohican. They were not roving Indians,
and lived peaceably in Connecticut. Her
mother lived to be 101 years old.

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crowd. It is estimated that fully 200,000
persons lined the course.
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first to come to grief was the Italian racer
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bankment. The machinist, Colombo, was
severely hurt. Lawwell, of the American
team, dropped out after the fourth round.
He had all manner of difficulties.



THAT'S GOING SOME.

AT THE WHITE HOUSE

**HOME RULE FOR IRELAND, AC-
CORDING TO T. P. O'CONNOR.**

T. P. O'Connor, leader of the home rule
party of Ireland and for many years a
great figure in the English parliament,
paid his respects to President Roosevelt to-
day. He was accompanied by Michael J.
Ryan of Philadelphia, president of the
United Irish League of America; Prof.
Maurice F. Egan of this city, and William
F. Downing, president of the local branch
of the league. Mr. O'Connor has known the
President for many years and today re-
called hearing the chief executive make a
speech in New York seventeen or eighteen
years ago.
The visitors had an interesting chat with
the President about matters in which they
are interested, and especially an article
the President is preparing for a magazine
on the Irish sagas. The President ex-
pressed his good wishes for the prosperity
and welfare of the Irish people.
Mr. O'Connor talked most hopefully about
eventual self-government for Ireland. He is
to make a number of speeches in this coun-
try that he thinks will be helpful to the
cause. In Philadelphia the other night a
large sum of money was raised for the
cause. Mr. O'Connor declared that English pub-
lic opinion was decidedly friendly to self-
government for Ireland, and that if the giv-
ing of this great liberty was left to the
house of commons the Irish would soon be
in enthusiastic celebration. "Outside of the
Irish members in parliament," Mr. O'Connor
said, "there is a large majority in the
house of commons favorable to the cause
of Ireland. A self-government bill will pass
the next session of the house of commons
by at least 150 majority. It will then go
to the house of lords. We have hopes that
that body will also pass the measure, but
'hope' is the strongest word we can use to
describe it now. The governing party in
England is friendly to the cause, but there
are few lords of the liberal party in the
upper house. Public opinion rules the pol-
itics of England, Scotland and Ireland, the
same as in this country, and we have
hopes that the house of commons will vote
to the strong demand of British people for
self-government."
Mr. O'Connor said that the large labor
vote in the English parliament would sup-
port a home measure. "The growth of a
formidable labor party is one of the fea-
tures of politics in Great Britain," said
Mr. O'Connor. "The labor party have fifty
representatives in parliament, and they are
pushing their demands with skill and
fidelity."

MOBILE MOB SENDS TWO TO THE DEATH.

MOBILE, Ala., October 6.—Two hundred
masked men, met Sheriff Powers with the
two negroes charged with assault at
Richardson switch, three miles north of
Mobile, on the Southern railway, took his
prisoners from him and hanged them on
the spot. No others were hurt. The ne-
groes had been taken to Birmingham for
safe keeping and were being brought to
Mobile for trial.

THE NORTH CAROLINA

**NEW CRUISER LAUNCHED AT
NEWPORT NEWS TODAY.**

NEWPORT NEWS, Va., October 6.—The
new and powerful armored cruiser North
Carolina was successfully launched at
11:32 1/2 o'clock this morning from the yards
of her builders, the Newport News Ship-
building and Dry Dock Company, in the
presence of ten thousand people. The ship's
sponsor was Miss Rebekah Williams Glenn,
daughter of Gov. R. B. Glenn of North
Carolina, who was present with his staff
and an escort of prominent North Carolin-
ians.
The launching was attended by Rear Ad-
miral Herry, commanding this naval sta-
tion, and a large number of naval officers.
Several of the officers of the Italian cruiser
Fieramosca, now here preparing to sail for
New York, also witnessed the launching.
The shipyard closed down last evening un-
til Monday, the force of 6,000 men employed
there being paid off and given a holiday to-
day. The only men at work were the el-
derly employees selected to perfect the final de-
tails of the launching.
Simultaneously with the first movement
of the ship Miss Glenn gracefully cast the
bottle of old wine against the receding
bow, saying at the time:
"I christen thee North Carolina."
The cheering was so loud that her words
were audible only to those near her. As
the ship slid down the ways the foaming
champagne raced down the sides of the
steel prow, the broken bottle, its pieces
incased in a silken net, dangling at the
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What the crowds looked on disclined to
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SUBWAY EXPLOSION VICTIMS.

**Coroner to Probe Affair to Place Re-
sponsibility.**

Special Dispatch to The Star.
PHILADELPHIA, Pa., October 6.—By
the death of Gatto Denigiano, a laborer in
the Pennsylvania Hospital, last night, the
number of fatalities resulting from the ex-
plosion in the subway at 6th and Market
streets early yesterday morning was in-
creased to eight. Another of thirty men in-
jured is expected to die.
The Millard Construction Company, which
is building the subway, and the United Gas
Improvement Company are shifting respon-
sibility for the accident. Both corporations,
however, conceded that the explosion was
directly caused by illuminating gas leaking
from either the Market street main or the
one on 6th street. The point upon which
they disagree is the cause of ignition of the
gas.
City officials are conducting a rigorous
investigation on this point, and Coroner
Jermom may hold an inquest into the death
of the eight victims Wednesday morning.

TRAGEDY IN RICHMOND.

**Seaboard Engineer Shot and Killed
in a Saloon.**

Special Dispatch to The Star.
RICHMOND, Va., October 6.—Michael
Kelley, an engineer on the Seaboard Air
Line, was shot and instantly killed this
morning by Clifford C. Childress. The shoot-
ing occurred in Narducci's saloon. Kelley
and Childress entered the place and Child-
ress said to the bartender, an Italian, that
some day some one would drop in and get
himself killed. The bartender produced
a revolver and said it would not be done
while he had it. He handed the weapon to
Childress, who broke it, all the shells
falling out but one.
Kelley said he would fix the weapon and
caught the revolver in his hands and it
was discharged, the ball striking Kelley
just above the heart. He did not speak
dying almost instantly. He was thirty-five
years old and unmarried. Childress is
twenty-eight years old. The slaying was
not the first between the two men. They had
been intimate friends for years. The cor-
oner's jury brought in a verdict of acci-
dental shooting.

FOR THE FREDERICK FAIR.

**Fine Prospects for Strong Attractions
—Presbytery Meeting.**

Special Dispatch to The Star.
FREDERICK, Md., October 6.—
Secretary J. Roger McSherry of the Fred-
erick fair, before leaving today for the race
meet at Albany, N. Y., on a final trip to in-
terest horsemen in the races at the fair to
be held here October 16 to 19, stated that
from information obtained on visits to the
principal fairs of the east this season, he
looked state that the entries for the local
races would be unusually fine, and that in
all other departments the fair would sur-
pass previous exhibitions. Special arrange-
ments will be made for the entertainment
of the members of Almas Temple, Mystic
Shrine, Washington, who will visit the fair
on October 19. They will be given a build-
ing on the grounds for headquarters.
The presbytery of Baltimore, which held
its 24th stated meeting at Emmitsburg
this week, took under its care as a student
for the ministry Charles E. Lefund, a He-
brew and freethinker. He will attend the
Presbyterian Seminary at Newark, N. J.
Rev. David Nelly of Baltimore was elected
moderator of the presbytery. The fair was
held at Braddock Heights, where a number of Washingtonians spent
the summer, has closed after a successful
season, and the post office there has been
discontinued for the winter.

OCEAN STEAMSHIP MOVEMENTS.

NEW YORK, October 6.—Arrived:
Steamer Kaiserin Augusta Victoria, from
Hamburg.

SIACONSET, Mass., October 6.—